

Reply to Office Action

Appl. No.: 09/751,121 Art Unit: 3624

66. (New) The freight management system of claim 63, wherein the central processing system includes at least one central processing unit, a memory for storing a database of shipper profile data and carrier profile data along with all of the individual load, equipment, product, services and the resulting transactional process and system, network, site integration data, and a communication interface to the Internet.

67. (New – Replaces Withdrawn Original Claim 24) The method of claim 37, wherein the central processing system includes at least one central processing unit, a memory for storing a database of shipper profile data and carrier profile data along with all of the individual load, equipment, product, services and the resulting transactional process and system, network, site integration data, and a communication interface to the Internet.

68. (New – Replaces Withdrawn Original Claim 25) The method of claim 37, wherein the central processing system and/or database is located on and/or remote from the Internet.

#### **ADDITIONAL RE-SUBMITTED REMARKS**

As the remainder of the claims have yet to be reviewed, the following is a re-listing of subject-matter, inventive steps and remarks included in the previous November 13, 2004 Reply to Office Action as are contained in other claims in Mr. Abendroth's application, hopefully this time to be examined by the United States Patent Office:

1. Unique revising of archived texts does not merely generate requests more efficiently but addresses revisions or changes due to errors by the shipper in

Reply to Office Action

Appl. No.: 09/751,121    Art Unit: 3624

previously submitted requests automatically adding letter suffixes indicating to carriers that the original request is no longer valid being superceded by the revised request. In addition various combinations of requests can be grouped for comparative pricing. Also, an entire year of freight can be entered for an annualized bid request along with both text and graphic load and loading specifications along with instructions can be downloaded into the requests.

2. Other shipping entities can use a system such as transportation brokers and third party logistics companies differently that that known in the state of the art. However Mr. Abendroth asserts far more offering a very powerful transportation tool ability not capable of being provided by the other referenced submittals or at all being obvious to a skilled person – in fact, it is truly unique. Bids from multiple shippers are additionally defined by prefixes and suffixes.

3. Chou and Barni, as aforementioned, are entirely different applications addressing in a very fixed manners, specific fundamentals generating totally foreign results both unrelated to Mr. Abendroth's application as well as categorically restrictive which would deem the Cho and Barni approach completely unable to address the myriad of new versatile freight transportation parameters handled through Mr. Abendroth's inventive steps relative to shipper and carrier access.

4. Chou and Barni are very narrowly directed. Mr. Abendroth's automatic, electronically central processing system selected and transmitted to shipper, carrier bid responses in groups of seven allowing for multiple inter-related areas and multiple combinations of alternatives in a totally different flexible use format tied into a "grand master bulletin board" concept is absolutely nothing like either Chou or Barni. To give those offering truncated portions of general aspects

Reply to Office Action

Appl. No.: 09/751,121    Art Unit: 3624

credit for unrelated isolated specific parts of Mr. Abendroth's application which in total address, in a manner never before envisioned, the myriad aspects comprising a unique and extremely flexible transportation tool approach to freight transportation management is awarding patent protection to another for concepts not provided, intended or perceived by those applicants.

5. United States Patent Office has without question totally misunderstood the aforementioned "grand master bulletin board" subject-matter and therefore has incorrectly decided that nothing offered by the system comprises an inventive step. Being able to include all related facets of differing areas of transportation relative services on one all encompassing "grand master bulletin board" is an enormous concept requiring unique interrelating indexing with category prefixes and suffix abbreviations within the confines of a very flexible presentation, multiple interrelated offer, request and response, services format, with the capability of being delivered in changeable expanded or restricted areas to a huge field of specific differing participating entities. The unique transportation tool provided by the inventive steps within Mr. Abendroth's application allows for a flexibility and versatility in freight transportation management as never before possible.

6. The mirroring at other sites for the purpose of having Internet site backup to help prevent a degradation of services should one of the database servers not function properly, a standard practice with any and all Internet site operations along with filtering, sorting, saving, archiving and deleting of information on bulletin boards also being standard action in the field of text processing, Mr. Abendroth's submittal, while providing all of the aforementioned, also addresses substantially different additional operational elements through the use of the grand master bulletin board approach. Additional fractionalized mirroring along

Reply to Office Action

Appl. No.: 09/751,121    Art Unit: 3624

with variability in individual column identification as well as the number of columns of separate and private networks all integrated via the grand master bulletin board allows for thousands of shippers, third party logistics companies, brokers, carriers, etc. to function autonomously without sacrificing network to network, site to site communication all available on their own individual sites.

7. Merely linking tracking, tracing, proof of delivery, billing, financial services, etc. to the Internet sites as may be a general practice with online marketplaces and portals along with the use of hyperlinks to other information sources is in and of itself not new, Mr. Abendroth's approach additionally addresses order entry, procurement, warehousing, etc. with multiple screens, but also provides for the integration of numerous differing service providers load numbering assignments for an individual load request, throughout its complete load cycle.

8. Equipment likened to a load can be offered by carriers to shippers along with specific origins and/or destinations. Leased or rented equipment likened to a load can be similarly addressed. Multiple delivered loads likened to a load, groups of loads likened to a load, tours for loads likened to a load, products likened to a load, warehousing likened to a load and other services likened to a load all being able to be addressed through the grand master bulletin board through the use of prefixes in the load nomenclature as well as descriptive phrasing substitution capabilities within the method and system along with additional bulletin board columns. Being able to then simultaneously view interrelationships of loads, equipment and service options on which to make decisions presents far more than merely a shipper request carrier bidding network but rather defines another inventive step in the transportation tool offering in overall freight transportation management.

Reply to Office Action

Appl. No.: 09/751,121    Art Unit: 3624

9. Anonymity of the names of the shippers and carriers in an open system and knowing the names of the shippers and carriers in a private system or private access network, in both situations concealing the actual bids from all other bidders is unlike Barni, in which all vendors (carriers), with their names known or unknown, have the amount of their submitted bids known to the other bidders in an auction type system is exactly the opposite of the approach claimed by Mr. Abendroth's inventive freight transportation management concept. This applicant's method and system is a universal transportation tool, not a cutthroat system allowing for one competitor to beat out another competitor by knowingly bidding just a few dollars under another's submitted amount – with even a one cent difference meaning success.

10. Adding a function that does not exist to the system indicated in Chou and then stating that it is obvious to equip a system in such a manner, when it is not obvious, and finally using that constructed situation to deny a valid claim appears arbitrary. Mr. Abendroth's method and system provides for totally separate functions, as a carrier (or third party) is able to just not submit a bid when requested or actually indicate that a bid will not be submitted, giving the shipper multiple options. Other uses that are also quite separate and are dramatically different in their result, like addressing bidding by carriers for the movement or re-location of empty containers back to port cities or other places as might be requested by the owners of the offered containers. A unique negative, zero or positive bidding option allows for one, more or all of the containers offered to be re-located by a container owner, bid on by carriers at no cost or even generating revenue for the container owners in some cases.

11. This applicant offers a method and system that also permits the entire operation and functionality from start to finish throughout the approach to be

Reply to Office Action

Appl. No.: 09/751,121    Art Unit: 3624

addressed via facsimile converted electronically using optical character recognition programs, via the Internet, via e-mail and via telephone incorporating the use of interactive voice response (IVR), all electronically incorporated into the system.

12. The method and system delves deep into carrier profile information as the variables are extremely complex and variable along with allowing shippers to override any and all carrier profile and/or specification factors in sending invitation to bid to carriers – this flexibility is quite important for numerous reasons in addressing the myriad of interlining, rental, broker, etc. relationships within the freight transportation industry not present in other applications. In addition it offers an automatic denial of carriers' (vendors') bid submittals to individual shippers (buyers) who might well meet carriers' shipper qualifications but one with which, for whatever reason, the carriers will not do business.

13. The method and system provides shipper (buyer) profile information to carriers (vendors) along with offering an automatic denial of information to individual carriers who might well meet buyers' carrier qualifications but one with which, for whatever reason, the shippers will not do business.

14. The method and system uses a central processing system and/or database and/or its components be they on the Internet and/or remote from the Internet. The use of such a central processing system, etc. is indicated as required within this applicant's claims to address technical operating features; however, some of which would necessarily be found in Chou and Barni as well as in any other Internet processing system addressing other areas and operations. This assumes that there is no assertion that the use of such a central processing system or database is disallowed or credited solely to Chou or

Reply to Office Action

Appl. No.: 09/751,121 Art Unit: 3624

Barni or else all Internet system applications for whatever purpose would be suspect.

15. The method and system allows for both shippers and carriers to be included on many individual shipper and/or carrier bulletin boards on individual private access networks and/or systems all using different name and load identification numbers and authorization codes, yet via the grand master bulleting board approach along easy use and information access incorporating important data consolidation onto each individual shipper or carrier bulletin board.

16. Multiple screens, sorting and filtering is substantially different from other known techniques. In addition individual customization of separate shipper and carrier bulletin boards giving the appearance of having their own separate systems, along with individual columns and number of columns can also be variable, yet because of both master bulletin boards and the overriding grand master bulletin board inventive step, all shippers and carriers and their relative information remain electronically integrated providing real time data transfer creating total versatility in optional interrelationships between all participants in the system.

17. Certain grand master bulletin board options, available at all individual shipper and carrier levels of individual bulleting boards not in any way considered, available or even possible in other methods and systems. This particular multiple screen approach along with the optional simultaneous multiple screen viewing is unlike any known techniques. First the required format is provided within one grand master bulletin board being able to address loads (individual, multiple, combination, backhauls) and/or equipment (availability), and/or tours (routing), and/or products and/or services (warehousing, leasing,

Reply to Office Action

Appl. No.: 09/751,121 Art Unit: 3624

renting, financial). And, second, this applicant's approach allows in the multiple screen scenarios the transportation tool to be able interrelate each of these areas as never before possible.

18. All central processing systems require at least one central processing unit, a memory for storing a database and a communication interface to the Internet to work.

### **CONCLUSION**

Mr. Abendroth has amended independent Claims 32, 37 and 63 along with dependent Claims 33, 34, 35 and 36 as suggested by the United States Patent Office in order for claims 32-68 to be examined.

Mr. Abendroth's explanations relative to the referenced prior art Chou and Barni, presently considered pertinent by the United States Patent Office to Applicant's disclosure, fully support that Mr. Abendroth's patent application subject-matter does, in fact, comprise inventive steps as presented in this applicant's submittal, and therefore, Mr. Abendroth's claims 32 - 36 should be allowed and the United States Patent Office should grant a full review of claims 37 – 68 for his Method and System for E-Commerce Freight Management, which were amended also as suggested by the United States Patent Office from their original rejected and withdrawn counterparts, claims 1-31, which were submitted in more of a recitation, non formal, format as is found in the specification. Claims 32 - 68 are still pending, and a Notice of Allowance for these claims is earnestly solicited. Reconsideration of the application is respectfully requested.



Reply to Office Action

Appl. No.: 09/751,121 Art Unit: 3624

Respectfully submitted,

By: \_\_\_\_\_

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